

OSCADY 5

Analysis Program: Release 2.0 (Oct 2003)

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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:- "g:\2006\P062028\calcs\oscady\062028 Do Something PM 2008 Junction_1.voi" at 10:03:59 on Thursday, 29 M

FILE PROPERTIES

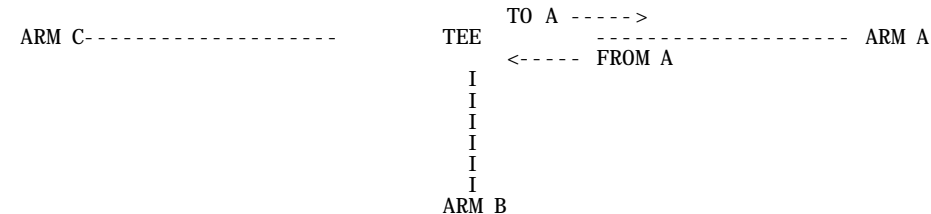
RUN TITLE: 062028 2008 Do Something Junction_1 PM 240806 epf
LOCATION: Leixlip
DATE: 17 August 2006
CLIENT: South Dublin County Council
ENUMERATOR: epf
JOB NUMBER: p062028
STATUS: TIA
DESCRIPTION: Signals in place.

**** ERROR AND WARNING MESSAGES ****

No errors or warnings in the data.

TRAFFIC SIGNAL JUNCTION ANALYSIS

INPUT DATA



ARM A IS R403 (South)
ARM B IS M4 off-ramp
ARM C IS R403 (North)

 GEOMETRIC DATA

I	DATA ITEM	I	ARM A	I	ARM B	I	ARM C	I
I	GRADIENT	I	0.0 %	I	0.0 %	I	0.0 %	I
I	NUMBER OF LANES	I	2	I	2	I	1	I
I	PERMITTED MOVEMENTS	I	S	I	L	I	S	I
I		I	S	I	R	I		I
I	TOTAL EXIT WIDTH FOR STRAIGHT-AHEAD VEHICLES FROM THIS ARM	I	N/A	I	N/A	I	N/A	I
I	LANE WIDTHS	I	4.00 M	I	4.00 M	I	5.00 M	I
I		I	3.00 M	I	4.00 M	I	0.00 M	I
I	LEFT TURN RADI I	I	N/A	I	10.0 M	I	N/A	I
I	RIGHT TURN RADI I	I	N/A	I	12.0 M	I	N/A	I

EXIT WIDTH FOR IMAGINARY ARM D = 50.10

 TRAFFIC DEMAND DATA

DEMAND PROFILES ARE SYNTHESISED USING THE ** ODTAB ** OPTION

DEMAND DATA SUPPLIED BETWEEN TIMES - 16.45 TO 18.15
 PERIOD OF INTEREST (FOR QUEUE AND DELAY CALCULATIONS) - 17.00 TO 18.00

THE FOLLOWING DATA HAS BEEN INPUT

TRAFFIC SCALING FACTOR HAS BEEN SET TO 100 %

062098 2007 Do Something Route 1 Junction_1 AM 240706 epf

I	FROM/TO	I	ARM A	I	ARM B	I	ARM C	I
I	ARM A	I	0.0	I	0.0	I	687.0	I
I	ARM B	I	49.0	I	0.0	I	2.0	I
I	ARM C	I	435.0	I	0.0	I	0.0	I

I	TIME PERIOD	I	ARM	I	CARS AND LIGHT	I	MEDIUM GOODS	I	HEAVY GOODS	I	PROPORTIONS BUSES AND COACHES	I	MOTOR CYCLES	I	PEDAL CYCLES	I
I	17.00-18.00	I	A	I	1.000	I	0.000	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I	B	I	1.000	I	0.000	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I	C	I	1.000	I	0.000	I	0.000	I	0.000	I	0.000	I	0.000	I

DATA DETERMINED FOR USE IN SYNTHESIS OF DEMAND PROFILES ARE AS FOLLOWS-

I	ENTRY FLOWS	I	ARM	I	TIME WHEN FLOW STARTS TO RISE	I	TIME WHEN TOP OF PEAK IS REACHED	I	TIME WHEN FLOW STOPS FALLING	I	RATE OF FLOW BEFORE PEAK	I	AT TOP OF PEAK	I	AFTER PEAK	I
I	ENTRY	I	A	I	17.00	I	17.30	I	18.00	I	8.59	I	12.88	I	8.59	I
I		I	B	I	17.00	I	17.30	I	18.00	I	0.64	I	0.96	I	0.64	I
I		I	C	I	17.00	I	17.30	I	18.00	I	5.44	I	8.16	I	5.44	I

SIGNAL TIMING DETAILS FOR SIGNAL SET 1

TIMING OPTION- VEHICLE ACTUATED MODE

MAXIMUM CYCLE TIME-

60.0 SECONDS

GLOBAL EFFECTIVE GREEN DISPLACEMENTS - START = 1.4
 END = 2.9

DATA ITEM	STAGE 1	STAGE 2
LANES ON GREEN: ARM A	1 2	
B		1 2
C	1	
MINIMUM GREEN TIME (SECS)	5.0	5.0
PRECEDING INTERSTAGE	5.0	5.0

DEMAND AND CAPACITY INFORMATION FOR EACH 15 MINUTE TIME SEGMENT BETWEEN 17.00 AND 18.00

TIME	MOVEMENT	DEMAND (VEHS/MIN)	SAT FLOW (PCU/HR)	SAT FLOW (VEHS/MIN)	EFFECTIVE GREEN-TIME TRUE (SECS)	EFFECTIVE GREEN-TIME FLARE+NOTIONL (SECS)	CAPACITY (VEHS/MIN)
17.00-17.15							
A 12	S	10.25	4070.0	67.83	46.5		52.57
B 1	L	0.03	1752.2	29.20	6.5		3.16
2	R	0.73	1915.6	31.93	6.5		3.46
C 1	S	6.49	2115.0	35.25	46.5		27.32
17.15-17.30							
A 12	S	12.56	4070.0	67.83	46.5		52.57
B 1	L	0.04	1752.2	29.20	6.5		3.16
2	R	0.90	1915.6	31.93	6.5		3.46
C 1	S	7.95	2115.0	35.25	46.5		27.32
17.30-17.45							
A 12	S	12.56	4070.0	67.83	46.5		52.57
B 1	L	0.04	1752.2	29.20	6.5		3.16
2	R	0.90	1915.6	31.93	6.5		3.46
C 1	S	7.95	2115.0	35.25	46.5		27.32
17.45-18.00							
A 12	S	10.25	4070.0	67.83	46.5		52.57
B 1	L	0.03	1752.2	29.20	6.5		3.16
2	R	0.73	1915.6	31.93	6.5		3.46
C 1	S	6.49	2115.0	35.25	46.5		27.32

QUEUE AND DELAY INFORMATION FOR EACH 15 MINUTE TIME SEGMENT BETWEEN 17.00 AND 18.00

TIME	MOVEMENT	DEMAND EXCL 2-WHEEL (VEHS/MIN)	CAPACITY (VEHS/MIN)	DEGREE OF SAT (RFC)	QUEUE AT END OF SEGMENT MEAN (PHASE AVERAGED) (VEHS/LANE)	QUEUE AT END OF SEGMENT MAXIMUM (END OF RED) (VEHS/LANE)	QUEUEING DELAY (VEH. MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH. MIN/TIME SEGMENT)
17.00-17.15								
A 12	S	10.25	52.57	0.195	0.2	1.2	5.0	
B 1	L	0.03	3.16	0.009	0.0	0.0	0.2	
2	R	0.73	3.46	0.211	0.3	0.7	5.0	
C 1	S	6.49	27.32	0.238	0.2	1.5	3.7	
17.15-17.30								
A 12	S	12.56	52.57	0.239	0.2	1.4	6.5	
B 1	L	0.04	3.16	0.012	0.0	0.0	0.2	
2	R	0.90	3.46	0.259	0.4	0.9	6.3	
C 1	S	7.95	27.32	0.291	0.3	1.9	5.0	

I	17.30-17.45									I
I	A	12	S	12.56	52.57	0.239	0.2	1.4	6.5	I
I	B	1	L	0.04	3.16	0.012	0.0	0.0	0.2	I
I		2	R	0.90	3.46	0.259	0.4	0.9	6.3	I
I	C	1	S	7.95	27.32	0.291	0.3	1.9	5.0	I
I	17.45-18.00									I
I	A	12	S	10.25	52.57	0.195	0.2	1.2	5.0	I
I	B	1	L	0.03	3.16	0.009	0.0	0.0	0.2	I
I		2	R	0.73	3.46	0.211	0.3	0.7	5.0	I
I	C	1	S	6.49	27.32	0.238	0.2	1.5	3.7	I

QUEUES FOR ARM A

TIME SEGMENT ENDING	LANE	NUMBER OF MEAN (PHASE AVERAGED)	VEHICLES IN QUEUE MAXIMUM (AT END OF RED)	
		*	+	
17.15	2	0.2	1.2	+
	1	0.2	1.2	+
17.30	2	0.2	1.4	+
	1	0.2	1.4	+
17.45	2	0.2	1.4	+
	1	0.2	1.4	+
18.00	2	0.2	1.2	+
	1	0.2	1.2	+

QUEUES FOR ARM B

TIME SEGMENT ENDING	LANE	NUMBER OF MEAN (PHASE AVERAGED)	VEHICLES IN QUEUE MAXIMUM (AT END OF RED)	
		*	+	
17.15	2	0.3	0.7	+
	1	0.0	0.0	
17.30	2	0.4	0.9	+
	1	0.0	0.0	
17.45	2	0.4	0.9	+
	1	0.0	0.0	
18.00	2	0.3	0.7	+
	1	0.0	0.0	

QUEUES FOR ARM C

TIME SEGMENT ENDING	LANE	NUMBER OF MEAN (PHASE AVERAGED)	VEHICLES IN QUEUE MAXIMUM (AT END OF RED)	
		*	+	
17.15	1	0.2	1.5	++
17.30	1	0.3	1.9	++
17.45	1	0.3	1.9	++
18.00	1	0.2	1.5	++

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD (17.00-18.00)

STREAM	TOTAL DEMAND (EXCL 2-WHEEL)	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
A-B	0.0	0.0	0.00
A-C	684.4	684.4	23.1
B-C	2.0	2.0	0.8
B-A	48.8	48.8	22.6
C-A	433.4	433.4	17.3
C-B	0.0	0.0	0.00
ALL	1168.6	1168.6	63.8

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL BE SIGNIFICANTLY DIFFERENT ONLY IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

* TOTAL GEOMETRIC DELAY INCLUDES DELAY SUFFERED BY VEHICLES STILL QUEUEING AT THE END OF THE WHOLE TIME PERIOD.
 * THE SUM OF DELAYS FOR EACH SEGMENT AND THE TOTAL GEOMETRIC DELAY WILL BE SIGNIFICANTLY DIFFERENT ONLY IF THERE IS
 * A LARGE QUEUE AT THE END OF THE TIME PERIOD.

***** OSCADY 5 run completed
 ===== end of file =====

[Printed at 10:11:05 on 16/05/2007]